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*Hungarian Railroads*

Results for June <sup>1948</sup> were above those for the preceding month. Ton-kilometers for freight trains, gross ton-kilometers, and ton-kilometers of freight were all above the corresponding figures for June 1938. This is accounted for by the fact that June 1938 was a month of very low activity and also by the fact that the present government's ~~transport~~ measures taken to prepare for autumn traffic have caused large amounts of items such as coal, wood for heating, stone, etc. to be transported in June. In 1938 wood for heating was not shipped until fall, while in ~~June~~ 1948 it was possible to ship it during June, during a lull.

In order to speed up shipments and turnaround time, more freight trains with a lesser number of cars each have been used than in 1938. Although the tractive ~~force~~ is not so well utilized in this way, shipments are more rapid.

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It is interesting to note that the gross ton-kilometers hauled by electric locomotives was 0.6 percent higher than in 1938, although the number of electric locomotives is 23 percent less. This fact is even more interesting since the cost of hauling 100 gross tons by electric locomotive is 64 percent less than for steam locomotives. The capacity of the electric locomotives has increased 38.5 percent over that of 1938, although at that time the capacity was being utilized to the fullest possible extent. The turnaround time for electric locomotives is relatively good, but it is still only 0.78 <sup>Coast</sup> ~~day~~ days, which indicates many hours of waiting.

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Daily traffic for passenger cars was 69,115 kilometers on 31 May 1948 and 70,173.5 kilometers on 30 June, an increase of 1.53 percent.

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In comparison with June 1938, paying traffic in June 1948 was 5.01 percent higher. The principal increases were crude oil, 130.74 percent; milk products, 356.15 percent; legumes, 206.64 percent; wood for heating, 22.31 percent. Figures for shipments of Hungarian coal were 43.89 percent above those for 1938 and for shipments of foreign <sup>coal</sup> 33.43 percent higher.

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## Lines in Use and Not in Use

Directorate	In Use (in kilometers)	Not in Use	%
Budapest	1,611.545	38.802	2.39
Szombathely	1,370.097	-	-
Miskolc	738.670	-	-
Dobrevzen	1,094.312	11.978	1.08
Szeged	1,646.279	-	-
Pecs	1,542.986	8.612	0.56
Total	7,943.889	59.392	0.76

The following single-track lines are not in use:

Budapest (Magdolnavaros)	1.300
Budapest Ferencvaros - Budapest Dunapart	2.102
Solt - Dunafoldvar	13.200
Borgond - Szabadbattyan	9.384
Mariaudvar - Vac	3.368
Magdolnavaros - Obuda	2.633
Vac - Magyarokut	6.315
Nyiregyhasa - Szerencs (between Tokaj and Rakamas)	4.178
Fusztataksony - Tisza bridge at Kiskors	0.174
Nyiregyhasa, north	0.803
Nyiregyhasa, south	0.712
Geregszallas, north	0.771
Nyiregyhasa - Nagykallo	3.025
Nagykerék - border	2.315
Bridge from the Danube to Baja	1.100
Zakany - border	1.134
Gyskenyes - border	0.951
Dravasztara - border	2.337
Dravaszabolcs - border	1.018
Barcs - border	2.072
Total	59.269 kilometers.

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On the following double-track lines one track is not in use:

Budapest Ferencvaros - B - <sup>K</sup> Mobanya Kispest	3.828
Budapest Ferencvaros - Soroksar	7.624
Szekesfehervar - Szabadbattyan	8.806
Rakos - Ujzasas	73.674
Ujzseged <sup>e</sup> - Esolnok	15.150
Sclyp - Salgotarjan	45.394
Miskole - 2 <sup>a</sup> Satoraljaiuhely	82.700
Ludas - Kalkapolna	12.000
Fumesabony - Szilhalom	6.300
Kisujszallas - Debre <sup>e</sup> csen, between stations	64.425
Retszilas - Sarbogard	9.368
Murakeresztur - Nagykanizsa	11.578
Total	340.887

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Number of box cars used in June	10,795
Number of open freight cars used in June	18,515
Number of tank cars used in June	1,407
Total	30,717

Turnaround time for box cars	7.4 days
Turnaround time for open freight cars	7.2 days
Turnaround time for tank cars	22.5 days

Number of locomotives in service

June 1938	1,233
June 1947	922
June 1948	1,102

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Freight Shipped by Rail in May and June 1948, Compared with June 1938\*

Freight, in tons	June 1947	June 1948	June 19 <sup>38</sup> 48	1948 as % above or below 1938
Live animals	11,787	16,299	21,858	-25.43
Potatoes	4,530	5,460	5,345	/ 2.15
Cement	18,653	25,426	35,277	-27.92
Sugar	3,787	11,497	7,385	-55.68
Tobacco	845	2,811	2,454	/10.58
Minerals: bauxite	44,461	33,329	- )	
others	113,207	123,376	129,472)	/20.26
Wood: for mines	109,686	83,874	102,721	-18.37
for heating	103,976	58,402	47,748	/22.31
Cereals	16,684	11,190	30,210	-62.96
Machinery	2,888	3,782	4,448	-14.97
Fresh fruit	2,674	1,300	2,270	-42.73
Dried legumes	4,090	2,561	1,225	/109.06
Flax and linen	1,271	640	2,401	-73.34
Stone	134,273	221,401	309,543	-28.47
Seed	6,127	1,626	1,946	-16.44
Limestone, calcined	17,072	12,538	18,134	-30.86
Crude oil	52,668	46,262	20,049	/130.74
<del>Wheat</del> Flour	9,634	15,765	20,276	-22.25
Salt	9,406	13,777	11,319	/21.72
Wine	3,040	4,351	10,302	-57.77
Beer	3,480	4,775	5,876	-18.74
Coal: Hungarian	350,906	405,942	282,126	/43.89
Foreign	22,585	57,577	43,150	/33.43
Hay, straw	4,140	3,080	6,631	-54.00
Milk products	1,404	2,299	504	/356.15
Bricks	39,828	49,039	52,356	- 6.33

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Freight, in tons	June 1947	June 1948	June 1938	1948 as % above or below 1938
Fertilizer: Natural	780	852	1,712	-50.23
Chemical	82	869	984	-11.68
Iron and steel products	43,312	67,488	56,985	+20.19
Fresh vegetables	2,691	5,235	1,707	+206.68
Loose freight	28,023	54,804	55,510	- 1.27
Other freight, including military shipments	103,900	113,387	127,253	-10.89
Total traffic	1,580,988	1,822,483	1,625,763	+12.10

\*Title reads "Freight Shipped in May and June 1948", but column headings are for June 1947 and June 1948.

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## Freight Traffic in Transit Through Hungary

	February	March	April	May	June	% above or below May
Transit in tons	108,548	71,855	60,052	55,336	53,549	0.00
Ton-kilometers in transit	32,198,250	22,784,825	196,076,050	17,681,275	17,657,450	+3.19
Kilometers per ton	296.63	317.09	318.15	319.53	329.74	+6.64

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1948  
In July/30,730 cars were used. This figure is lower than the total number of serviceable cars at the disposal of the MAV, <sup>Hungarian State Railroad</sup> which is 35,000.

So far as turnaround time is concerned, the figure of <sup>approximately</sup> seven days for ordinary cars has now been reduced, by order of the Ministry of Communications, to 4.3 days. Cars must now be unloaded within two hours of their arrival at their destination.

In July the number of locomotives was 1,107.

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Freight car park, July 1948 (NOTE: original states July 1947, but other information in the report makes it quite certain that this is a typographical error.)

Box	
Box cars used in July	10,601
Open freight cars used in July	18,729
Tank cars used in July	1,400
Total	30,730
Loadings of box cars	45,718
Loadings of open freight cars	83,220
Loadings of tank cars	2,216
Total	131,154

Turnaround time for box cars	7.2 days
Turnaround time for open freight cars	7.0 days
Turnaround time for tank cars	19.6 days.

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## Transit traffic

Transit traffic dropped 0.72 percent, in comparison with the preceding month.

The following products showed decreases: Yugoslav and Rumanian minerals (Yugoslav shipments to Poland dropped from 1,698 tons in June to 280 tons in July and Rumanian shipments from 2,954 in June to 508 in July); chemical fertilizers from Tunisia to Czechoslovakia (from 2,381 to 873 tons); Polish railroad materials to Rumania (from 2,118 tons in June to 171 tons in July).

The following showed increases: Rumanian <sup>gasoline</sup> ~~minerals~~ to Poland ~~from~~ (0 in June, 1,148 tons in July); Polish coal to Rumania (2 7,398 tons in June and 12,346 tons in July); Czech coal to Yugoslavia (2,827 tons in June, 3,905 tons in July); Soviet <sup>gasoline</sup> ~~minerals~~ and lubricating oil to Austria (0 in June, 1,743 tons in July).

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Deliveries of railroad materials to the USSR decreased (1,392 tons in June, 657 tons in July).

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## Locomotives in service:

	July 1937	July 1947	July 1948
Locomotives	1,083	958	1,107
Locomotive engineers	1,334	2,025	2,195

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Lines out of service at present amount to 0.73 percent of the entire network; ~~and 33.33 kilometers~~ Traffic is halted on 58.392 kilometers of single-track line, and on 343.547 kilometers of double-track line traffic is halted on one of the lines.

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### Deliveries of Hungarian Railroad Materials to the USSR

Since the signing of the Peace Treaty Hungary is delivering to the USSR ~~monthly~~ an average of:

- 12 locomotives, "Type 424"
- 8 to 10 Pullman cars
- 18 to 20 freight cars
- 10 to 12 trucks, type "RABA", 10 to 15 tons

per month.

The locomotives "Type 424" and the freight cars are constructed in two factories in Budapest:

"Első Magyar Wagon és Gépgyár" <sup>first</sup> (Hungarian Freight Car and Machinery Factory)

"Magyar Állami Vas Ágél és Gépgyárak" (State Iron, Steel and Machinery Factory), commonly known as MAVAG.

Since September 1947 these two factories have been delivering to the USSR a monthly average of 12 ~~locomotives~~ <sup>locomotives</sup> for express trains and freight trains.

The gauge of these locomotives is adjustable so that they can be used on both the Russian and the European networks. When they leave the factory these locomotives are sent via Cop to Munkacsvo, where they are turned over to the Russians.

The freight cars and Pullman cars for the USSR are built at Győr in the factory "Magyar Wagon és Gépgyár" (Hungarian Freight Car and Machinery Factory). This factory also produces RABA trucks.

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Observations Made at Debreczen Station of Shipments of Goods on  
Russian Account

(From 1 July to 15 July 1948 and from 26 July to 22 August 1948)

Nothing particular to report except that the volume of traffic has remained, as in June, much lower than it was earlier. This is probably the result of the orders concerning the stopping of cars, which are still in effect.

It should be noted that the USSR is now furnishing manganese to Hungary, probably as the result of the cessation of deliveries of this basic material from Yugoslavia.

Hungarian shipments show no change. Electrical equipment (80 carloads) and signalling installations for railroads (29 carloads) continue to hold an important place, confirming the attitude taken by the USSR concerning reparations.

In addition to the usual important shipments of wood, ferrous minerals and crude copper, the USSR is continuing to send Hungary many products indispensable for the functioning of her industry (soda, sulfuric acid, dyes, etc.).

Hungarian deliveries are likewise unchanged. The only fact worth noting is that the quantities of railroad rolling stock delivered under the heading of reparations <sup>are</sup> constantly increasing. The following were delivered during these past weeks:

10 locomotives  
30 60-ton cars  
31 special cars for fruit  
16 tank cars.

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List of goods passing through Debreczen station between 1 and 25 <sup>1948</sup> July and 26 July and 22 August 1948 includes the following items:

Railroad signalling installations 29 carloads  
New locomotives 23

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New tank cars	14
New 60-ton cars	60
New cars for shipping fruit	31
Railroad wheels	43
<del>Reparations materials</del>	2

(NOTE: These figures do not agree with those in the preceding <sup>paragraph</sup> section; it was not clear from original whether ~~some~~ railroad materials were being sent as regular exports in addition to the reparations shipments, whether the period of time covered was actually longer, or whether the figures are simply wrong.)